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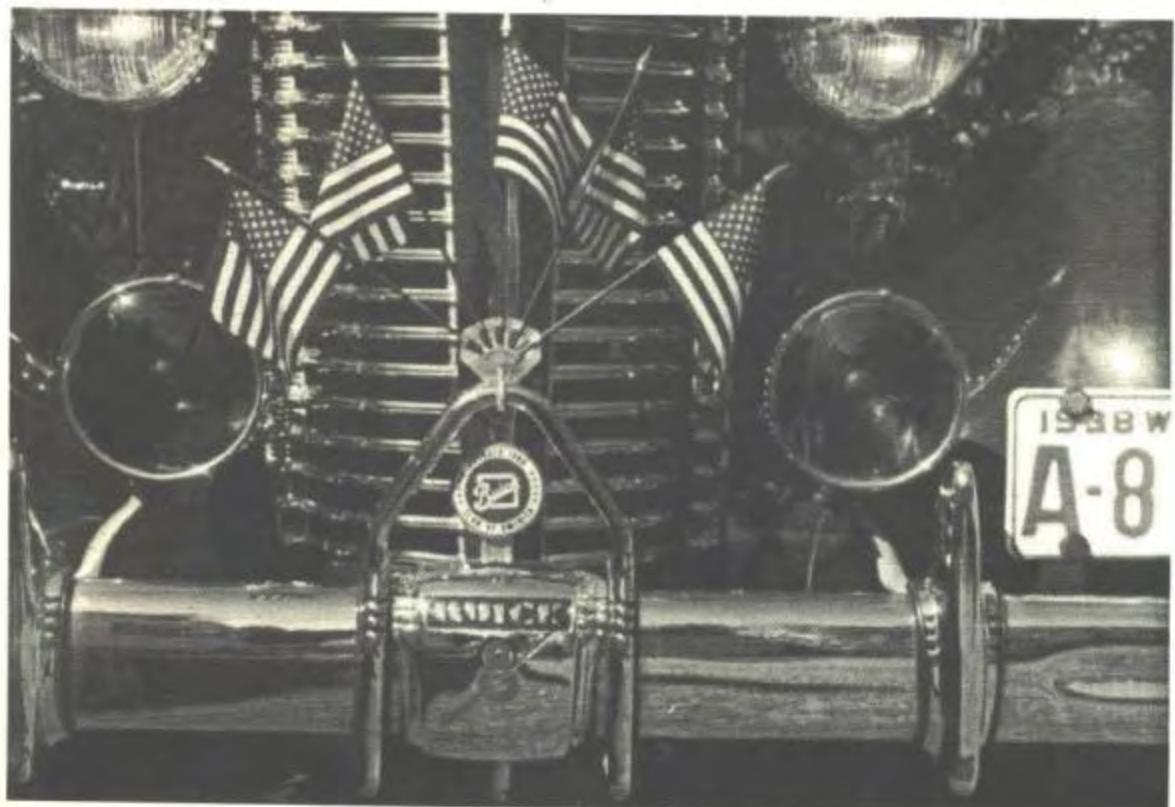
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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XVIII • NUMBER 5 • MAY/JUNE 2000



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: Our numbers are slowly climbing and now stands at 617 paying members. We will probably break last year's record of 630.

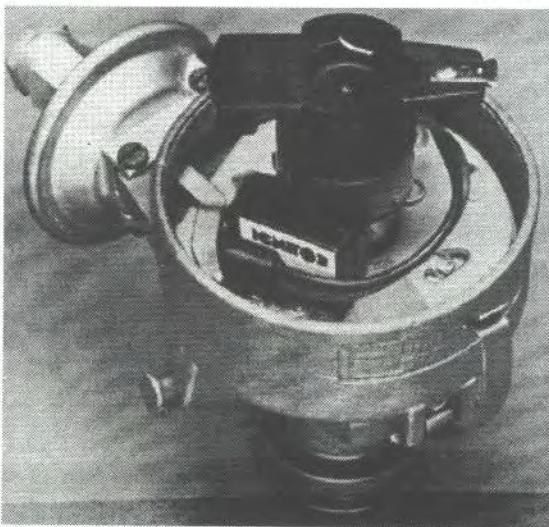
Keith Korbut (#1025) in Springfield, MA writes: "I am the Tech Advisor for the Buick Club of America on 37-38 Buicks. I started in this position in 1998 and have been promoting the 37-38 Buick Club to all that I speak or correspond with. I have received e-mails from Russia, Slovakia, Brazil, Germany, England, Australia, New Zealand as well as most every state in the USA. It has been fun and educational working with all these great people. I had no idea that 37-38 Buicks were spread out around the world and many are still running." (ED: You can contact Keith by e-mail at hakorb@msn.com).

Keith also reports: "I have been working with CBS Performance (www.cbsperformance.com) and Gary Catron on an electronic ignition for '38 Buicks. Well, it finally has happened. CBS now

sells a 6v electronic module that fits under the distributor cap and replaces the points and condenser. It's easy to install and works great, and it's unseen for the concours judges. This module fits all Buick straight eights to 1953 with 6v negative ground.

It's called the **IGNITOR** and is made by PerTronix in San Dimas, CA. That should be good news for everyone. It costs \$99. Contact Gary for ordering information at 1-800-685-1492. I have no financial interest in this. I only made the suggestion to Gary and followed-up with tech help."

This solid state ignition system consists of permanently mounted magnets for each cylinder. Rotating with the rotor, these magnets trigger a Hall Cell which is embedded in the switching module. The entire system is immune to dirt, oil, heat and moisture. Firing down to zero RPMs, it switches twice the energy of conventional systems. It requires no "black



TORQUE TUBE
FOUNDED IN 1980 BY DAVE LEWIS



boxes" or complicated wiring, and can be installed in the time required to change a set of points, about 30 minutes. It does not require any modification to the distributor. So the points and condenser can be re-installed anytime you want.

One of the least expensive accessories Buick sold in 37/38 was a yellow and red colored 50 cent can of wax. They came in different colors to match the finish of the car. The color was indicated by a small colored dot at the bottom of the can.

These two 1937 dated cans (*on page 1*) are identical except one says "Buick Finish Builder" while the other says "Howard's Finish Builder." The Howard Automobile Company was one of Buick's first dealer's and at one time represented Buick in all the states west of the Rocky Mountains. By 1947 Buick had bought up all their independent dealers. Mr. C.S. Howard, who owned the famous racehorse Sea Biscuit, died in 1950.

Buick sent a catalog of approved "Buick Dealer Signs" from which they could choose the signs for their dealership. One window signs is identical to the Buick 8 emblem used on the grilles of 1937 Buicks. It could be ordered in either red Neon or white Zeon fluorescent tube lights. Thanks to **Greg Field** (#1500) for sharing



these wax cans and dealership sign information with our members.

Anyone need a challenge? Well, this '37 Buick Special 4-door slant back sedan model 47 is for sale in South Dakota (*on page 3*). The owner bought it from the grandson of the original owner. Unfortunately,

he thought it would make a good ice racer and ruined it. The car has its engine and drive train but no radiator. The doors are pushed in and the windows broken and the interior is gone. If you're interested, contact **Dennis Johnson** by e-mail at: djohnson@bmtc.net.

The San Jose Mercury newspaper ran a survey of readers choices for the worst automobile they've ever owned. Over twenty five thousand people responded. Here is their worst automobiles list:

10. Volkswagen bus
9. Renault Dauphine
8. Cadillac Cimarron
7. Dodge Aspen/Plymouth Volare
6. Renault LeCar
5. Chevy Chevette
4. AMC Gremlin
3. Ford Pinto
2. Chevy Vega
1. Yugo

TORQUE TUBE

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classiccar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquiries, etc. to:

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Printer Liaison:.....**Bill Olson, #427**
Printer:.....**Conrads Printing, Lancaster, Ohio**



This postage stamp from the African country of Sierra Leone shows a color image of Mickey and Minnie Mouse looking at their new 1937 Buick Roadmaster Sedan Model 81.

It was offered for sale at a recent e-Bay auction. Thanks to **Andy Diem** (#852) in Washington, DC for sharing this with us.

The last issue showed a Venezuelan stamp with a '37 Buick. But where are the stamps with 1938 Buicks?

One of our new members **William Hoffman** (#1507) in Severna Park, MD once owned a 1939 Buick 4-door sedan. That's why his son presented him with a gift subscription to the **Torque Tube** after learning about us on the Internet. Welcome to the Club! Hope it brings back fond memories.

Regarding the cover story in the last issue about the '38 **Century Pickup Truck** being made for C.S. Howard of Howard Buick Co., the owner of the race horse Sea Biscuit. **Terry Dunham**, the Buick historian and co-author of the book "**Buick-A Complete History**" writes: "The 1938 Pickup Truck story written by



my long time, old and dear friend Bob Trueax, credits the possibility of the truck having been a part of the C.S. Howard estate. It definitely wasn't. The truck was built as a conversion by an individual, whose name I do not know."

"In the early 1970s Tim Howley was writing a column called "Somewhere West of Laramie" for **Old Cars Weekly**. He picked up and printed in one of his columns what he was told about the car from the enthusiast who had just purchased it, and the "rumor" started

that it had been one of C.S. Howard's vehicles. The rumor was false. Tim Howley told me personally in the early 1970's that his article had been in error, and that he had in fact

heard from the individual that had originally made the conversion. Tim was a bit embarrassed by the whole thing."

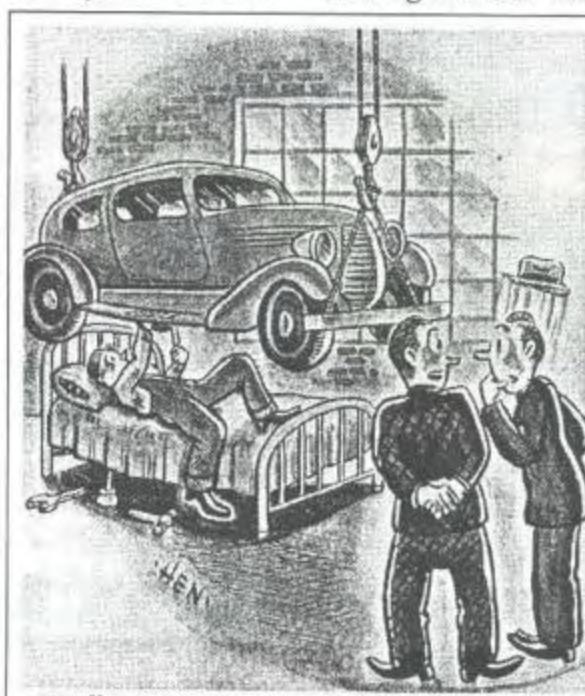
Regarding the diminishing supply of 1938

rear shocks from **NAPA** (National Auto Parts Association) parts stores from page 22 of the last issue.

Robert Dunkel (#1373) in Ohio reports that when he went to his local NAPA store, he was able to find that the #76992 shocks were in stock. The cost was around \$29.00 each. The store told him the shocks were on the obsolete list. If your local warehouse does not have these shocks in stock, have them do a search of other NAPA warehouses and hope that you can find some.

Christine Osborne (#1273) in New Milford, Connecticut is having her 1938 Limited totally restored (*body-off-the-frame*) by a company there called American Graffiti. She says the two owners are honest and sincere people and that it has been a delight working with them.

Christine is an artist and loves the era of the 1930's and 1940's. This is one of her paintings called: *Bessie & Cassandra in Mississippi*. Her work was on



"Well yes, I suppose we do pamper him a bit."

display at the Nexus Gallery in NYC during the month of March.

Derek Hodgett (#690) in England has owned a '37 Limited for ten years. He wanted to get a better rear end gear ratio because he always felt that the engine was turning too fast at 60mph (96km/hr). He solved the problem by using a Jaguar axle with a 3.2 ratio rear end with a ZF 4-speed automatic transmission.

His biggest job was mating the transmission to the engine. Making the spacer plate to connect the flywheel housing to the transmission and crank to the torque tube was the most difficult task. He did this without any welding and only drilling two 3/8" holes in the chassis, so it can all be reversed.

Derek is 71, but his wife and sons are now accusing him of trying to turn back the clock to the hot rod days of his youth!

Harry

Cover Cars

Front and rear covers. This blue 1938 Century Sport Coupe Model 66S belongs to **Howard Derusha** (#689) in Edmonds, WA. The photos were taken last year during apple blossom time.

THE BUICK SAFETY LEGION

By Charles Jekofsky (#524)-Washington, DC

The Buick Safety Legion (BSL) was started around 1936 and was publicized in about a half dozen issues of the Buick Magazine. The BSL safety campaign was heralded as a worthy and credible effort, though many people viewed it as a way that Buick could "assuage its guilt" for building "Hot Rods" that could outrun racers and police. When people signed the pledge cards and were sent the badges, they were to mount them on their cars and "prove" to police officers that they would not use their cars for bad behavior.

Many chiefs of police, Governors, and other high ranking officials nationwide gave testimonial thanks to Buick for leading the way in promoting safe driving. Photo-



graphs of these letters appeared in the magazine to show readers the response that was being generated. No one else, to my knowledge, jumped on the bandwagon (*probably because their cars were not fast enough*). Oddly enough, Buick power plants continued to grow, so as fast as Buicks may have been in 1936, by 1938 they pretty well dominated the horsepower race and were among the fastest, if not *THE* fastest cars on the road. However, the campaign lasted only briefly in 1936, never to be seen or heard from again. The badges still are around, and were even reproduced. I bought one of each, but do not have the pledge card. Thanks to **Greg Field** (#1500) for sharing the BSL badge photo.

Twice IN A LIFETIME

By George Girot Sr. (#909)-Greenbrae, CA

In September 1940, my wife and I bought our first car, a shiny black 1938 Buick Special convertible coupe Model 46C with sidemounts, red rims, whitewall tires, fog lights, accessory grille guard and a tan top. The car's firewall data plate indicates it was Body No. 2284 out of a total production of 2625, so it was made late in the '38 model year. The original upholstery was No. 455 Cloth and Red Leather. The paint was No. 515 black.

We found it at an Oldsmobile dealership in the little town of Larkspur, a few miles north of San Francisco. With just 27,000 miles on the odometer, it obviously had good care and was just like new. Although the price of \$725 seemed a bit high, our great attraction for this beauty overcame better judgment and we recklessly "made the deal."

Our first of many great trips came in May 1941. We traveled to Death Valley, the Grand Canyon, Zion and Bryce National Parks, Salt Lake City and across Nevada back to our home in California

This would have been a great trip in any car in that day, but in our '38 Special, it became an event that is treasured to this very day. Although there were no freeways in those days, I couldn't resist "putting it to the test." I got it up to 97 miles per hour.

This beauty served my wife well during the war years although it got limited use because of gas rationing. By 1949, our family had grown and the



convertible was not a suitable family car. We bought a 1949 Buick (what else?) Special sedanette and reluctantly sold our '38 to a private party. Incidentally, the sale was for \$875, a net profit of \$150.

About 10 years later, by chance, I saw "our '38" parked on a San Francisco street. It had changed hands once again and in reply to my inquiry concerning its availability, the current owner replied with an emphatic "Never!" Optimistically, I gave him my card just in case.

It was February 1960 when I received a call explaining the '38 was now for sale. It so happened my son George Jr. would be turning 16 soon and had been saving to buy a car. Needless to say,

he was smitten by this Buick just as his mother and I were 20 years before. He quickly made the purchase for \$450. My first car now became my son's first car.

He loved to work on it and drove it daily to high school and college. He added three carburetors and a sealed beam headlight conversion.

At the present time it has Skylark wheels, but we have the original 16 inch red rims in storage. Sixty years after my wife and I first bought this '38 Buick, it's still in our family!

(ED: **George Girot Sr.** (#909) lives in Greenbrae, California (North of San Francisco). His son **George Girot Jr.** (#1495) owns the car and recently joined the Club. He and his family live in Boulder Creek, CA).



THE BIG BLACK *Roadmaster*

By Jane Robinson-Baton Rouge, Louisiana

My earliest childhood memories include the joy of going for rides and long trips to New Orleans and Texas in my aunt and uncles' big black 1937 Buick Roadmaster. My parents and aunt and uncle were originally from Texas, but in 1937 they worked for the Texas Company developing offshore oil fields in the Gulf of Mexico.

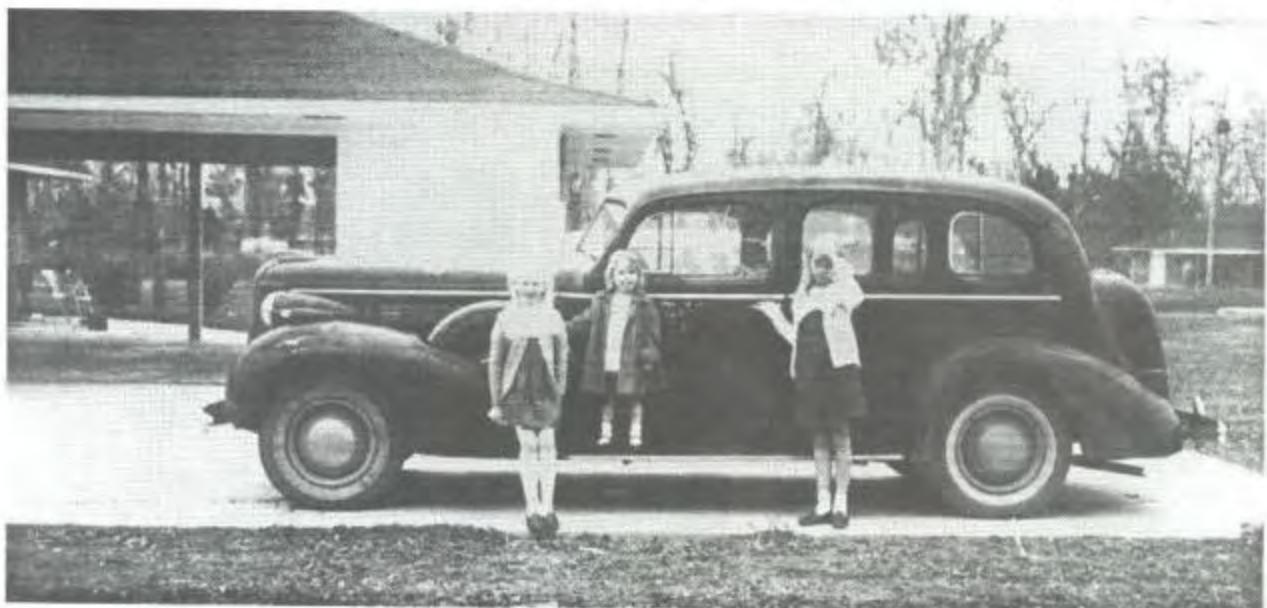
We were living in Houma, Louisiana. There was no hospital there and babies were born either at home or in a New Orleans hospital. I was born in New Orleans at the Baptist Hospital on September 14, 1937. My uncle's brand new 1937 Roadmaster was chosen to chauffeur Mama and baby me back to Houma. As my brand new white bassinet was carried to the car from the hospital it scraped the front fender and left a big streak of white paint on the fender of the new Buick! That white streak was such a symbolic treasure to the adults that they never had it fixed and I was always shown the paint and re-told of the event. When they traded the car in for a brand new 1949

Buick Dynaflow, a time-marker of my life seemed gone.

You can imagine my happy surprise when some twenty-odd years later, my husband, children and I were driving and I looked out and saw a car that looked like "my" '37 Buick. We followed the car until it stopped and talked with the owner. It was indeed "my" '37 Buick. How could I be sure? The streak of white paint was still prominent on the front fender. It was a pleasant moment of *deja vous*....of loving memories as I embraced that wonderful '37 Buick Roadmaster with all my heart.

We took a picture of that Buick, complete with white paint on the fender, on February 19, 1967 with our three daughters posing. It was a Model 81, Body No. 786, Style 37-4819. I wonder if one of our members owns it now?

(ED: New member **Bert Robinson** (#1505) of Baton Rouge, LA is looking for a 1937 model 61, 81 or 91. See his Want Ad on page 28. Phone: 225-235-0236 or e-mail: bkr@sdrlawfirm.com).



FACTORY INSTRUCTIONS FOR FOLDING CONVERTIBLE COUPE TOPS

INSTRUCTIONS ON FOLDING

19



38

CONVERTIBLE COUPE TOPS

(NEVER FOLD A CONVERTIBLE TOP WHILE
IT IS IN A WET OR DAMP CONDITION)

FISHER BODY SERVICE DIVISION
GENERAL MOTORS CORPORATION
DETROIT • MICHIGAN

In order to keep a Top in good condition and to insure against damaging the Top Material when the Tops is raised or lowered, owners of Convertible Style Bodies should follow these instructions carefully.

WHEN LOWERING THE TOP, MAKE SURE THE TOP MATERIAL IS NOT PINCHED BY THE COLLAPSIBLE METAL PARTS OF THE TOP FRAME WORK. THIS MAY CUT OR SERIOUSLY DAMAGE THE MATERIAL.

NEVER FOLD A TOP WHILE IT IS IN A WET OR DAMP CONDITION.
THIS MAY CAUSE THE TOP MATERIAL TO SHRINK, MILDEW OR
WATER STAIN.

WHEN THE TOP IS FOLDED IT SHOULD BE SECURELY STRAPPED DOWN AND COVERED WITH A DUST BOOT. IF THE TOP IS SIMPLY FOLDED AND LEFT LOOSE IN ITS COMPARTMENT, THE TOP BOWS AND SLAT IRONS WILL SET UP A CHAFING ACTION WHEN THE CAR IS IN MOTION, WHICH MAY RESULT IN SERIOUS DAMAGE.

DO NOT ALLOW HEAVY LUGGAGE TO BE PLACED ON THE TOP AFTER IT IS FOLDED.

Copyrighted 1937
General Motors Corporation

This small 8.5" x 5.5" (21 cm x 14 cm) four page instruction sheet (copyrighted 1937) came with 1938 Buick Convertible Coupes. One of our members has these same instructions only for 1939 convertible coupes. Note the shape of the rear window, correct for 1938 convertible coupes.

These same photos with slightly different text are shown on page 25 of the 1937 and 1938 GM/Fisher Body Manual of Construction and Service. However, the text in the instructions shown here is more complete. For example, in Figure 1 it gives this additional information: "Fasten curtain to top of parcel shelf board as indicated at A." In Figure 3 it gives this addition information: "Unfasten top covering along side roof rails."

Thanks to Bill Truant in Maryland for sharing his original 1938 Factory Instructions.

(continued on page 10)

(continued from page 9)

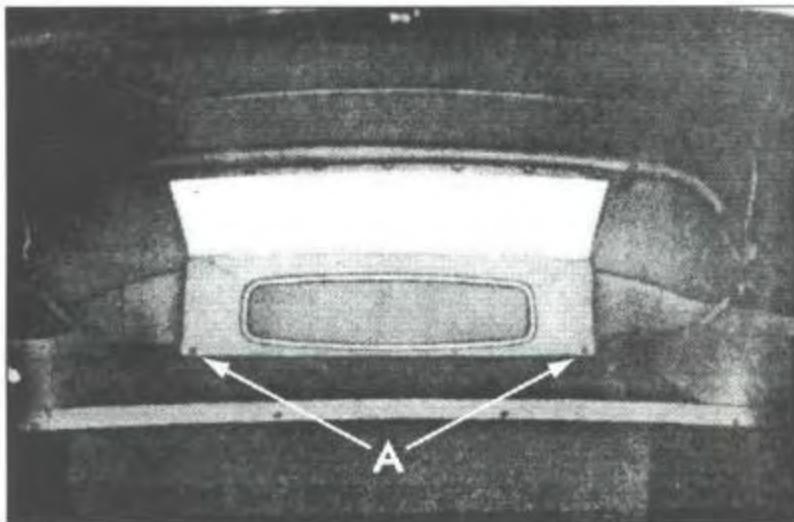


Figure 1: Release Fasteners on Back Window Curtain and fold toward inside body. Fasten Curtain at top of the Parcel Shelf Board as indicated at "A."

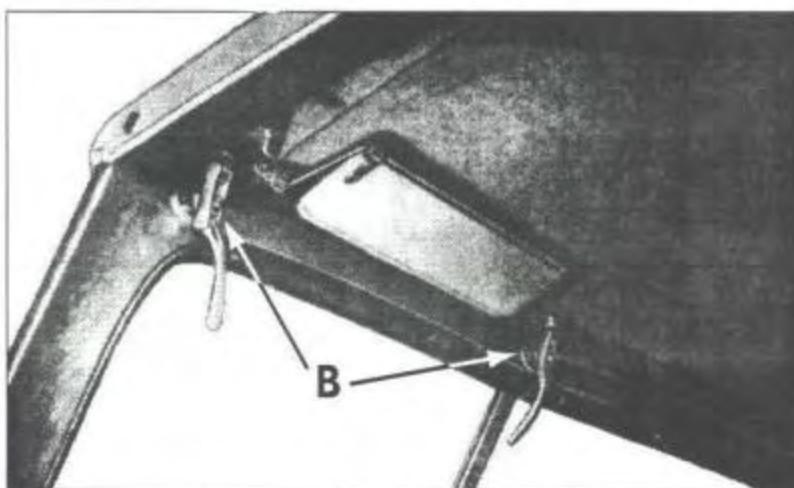


Figure 2: Release Toggle Fasteners over Windshield at Center and Sides at "B."

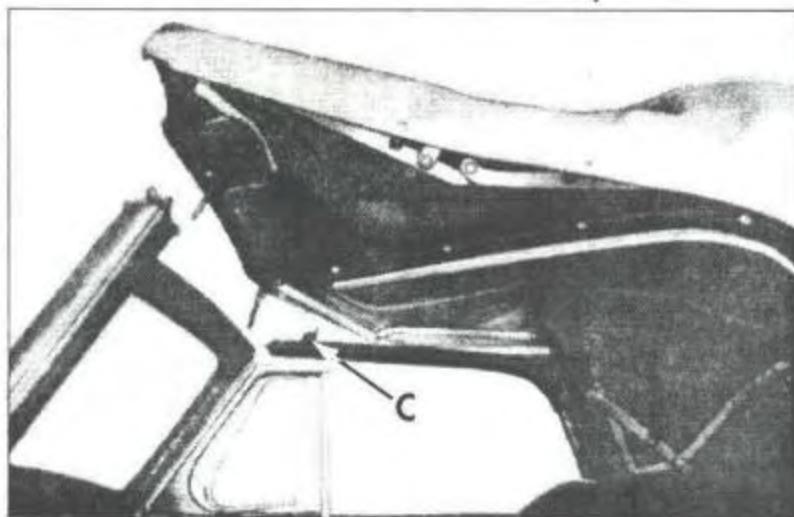


Figure 3: Unfasten Top Covering along Side Roof Rails. Release Wing Nut at "C" and swing Side Roof Rails toward rear of body.



Figure 4: Break the joints in the Slat Irons push top back, as shown (above) making sure the Top Covering and Padding are folded and NOT PINCHED by the Slat Iron Joints in any way. Release Dome Fasteners as shown at "D" in the same illustration.

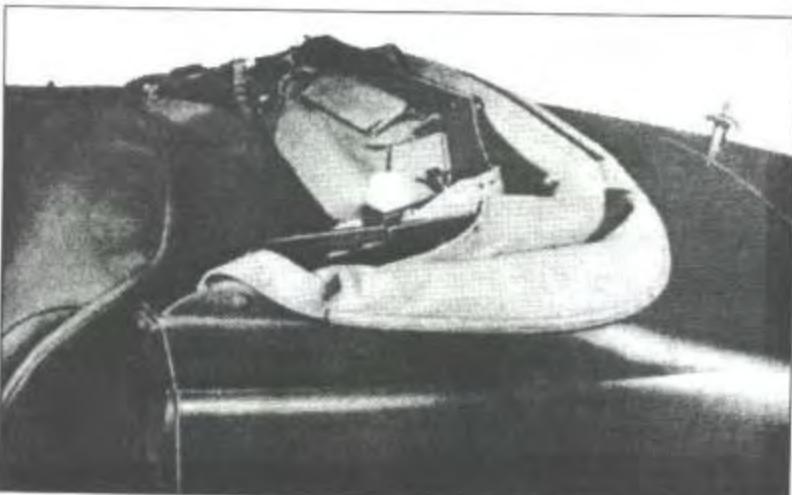


Figure 5: Fold Top down into Compartment as in Figure 5, tucking in surplus Top material.

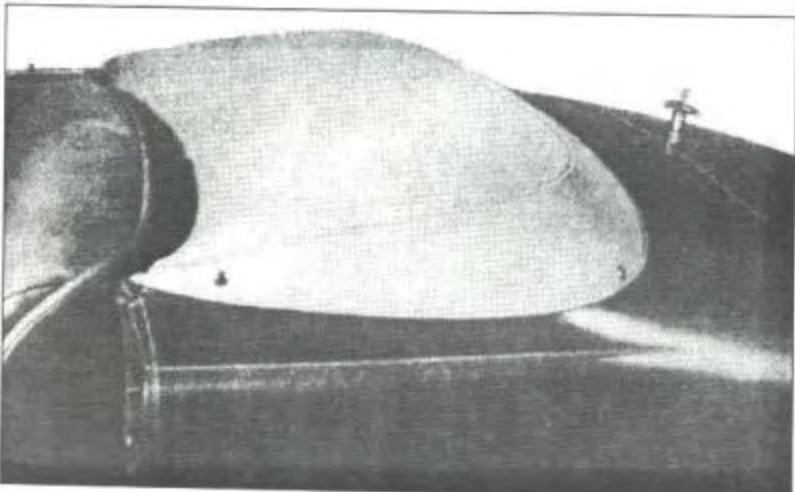


Figure 6: Fasten Top Hold Down Straps and install Top Boot.

MY '38 SPECIALS

By John Wilson (#1406)-Pinch, WV



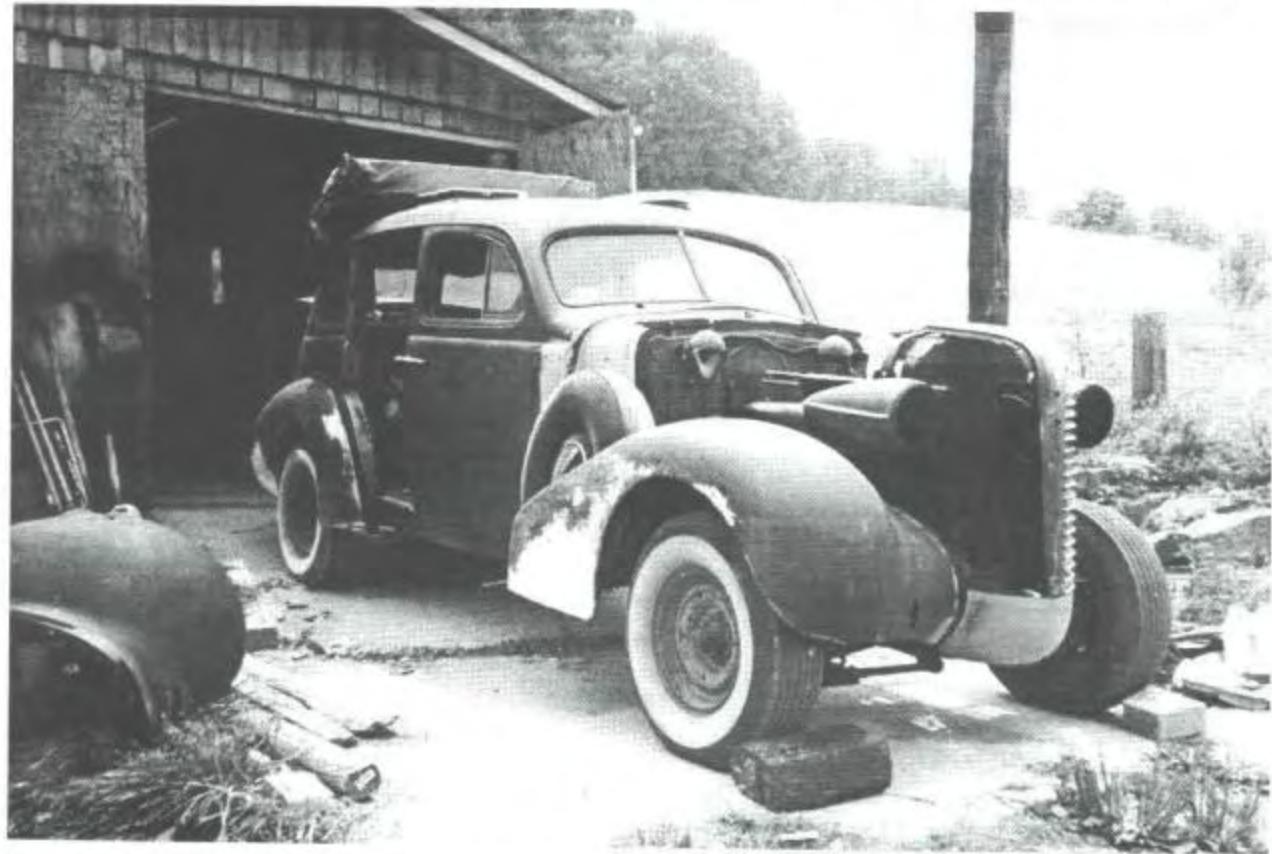
This is my family in front of my red '38 business coupe. We live in West Virginia (ED: *our only member from that state*). There are still a lot of old cars here in old barns, but most people won't let them go like they used to. Also back in the 1960's, the state government came and took all the old cars out of peoples yards that didn't have license plates on them. At the time they were trying to change the image of WV from hillbilly status to keep up with the rest of the nation. But we like WV just as it is, blue skies and green mountains. I've been to 56 countries and there's no place that has more beauty.



This is a real WV barn. The cows are out, the cars are in. We call it the Buick Barn. That's my yellow 1970 jeep in the foreground. My oldest son and I restored it a couple of years ago.



Now my youngest son and I have just been working on the '38 4-door slant back sedan model 47.



As you can see, we still have a lot of work to do. I've recently returned from working at the South Pole, so hopefully we can get the car on the road soon.

The ROAD RUNNERS

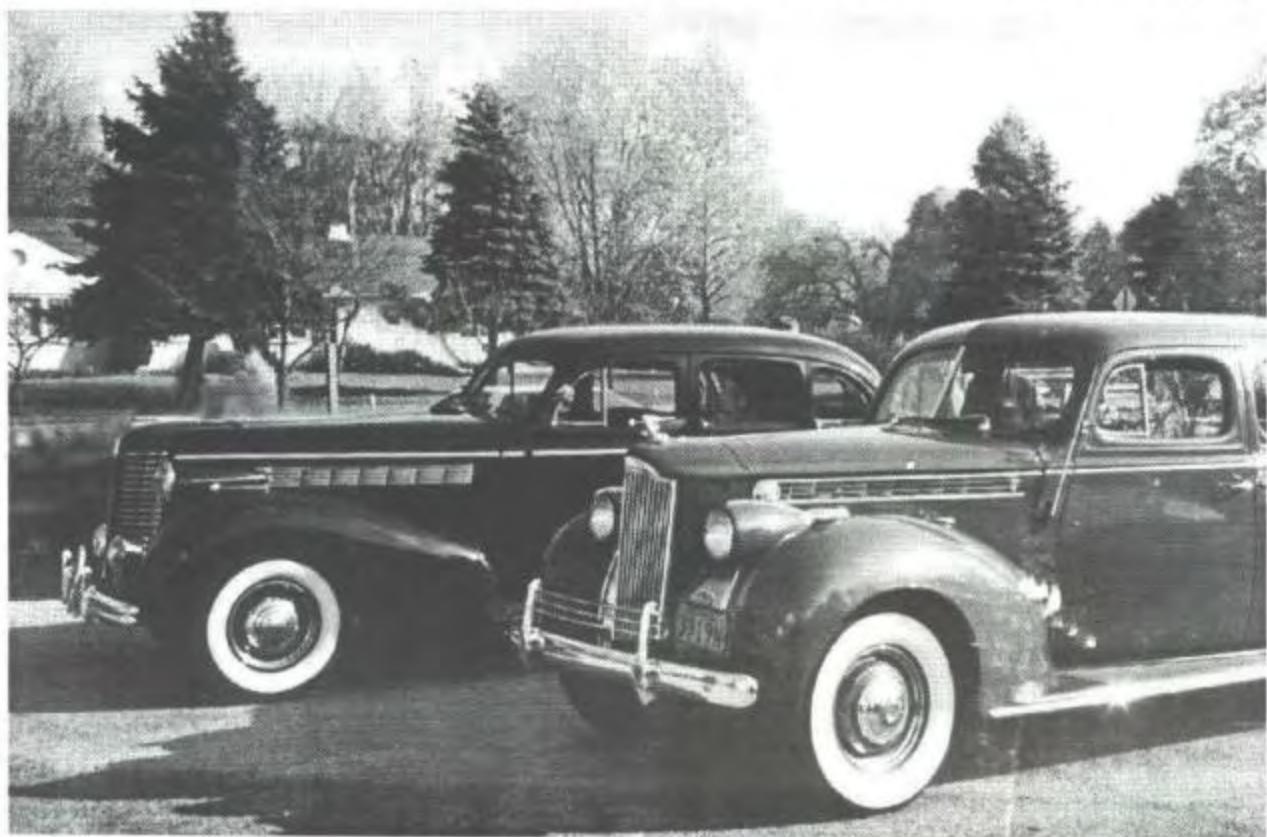
By George Corse (#1349) - Media, PA

1940 Packard 110 sedan with my '38 Century behind it. From the radiator back, the cars look like they came out of the same mold. Since the Packard is two years newer than the Buick, I believe Packard tried to copy Buick.

I belong to a group that drives our old cars every Tuesday. We are all retired and we call ourselves the Road Runners. For the past nine years we have averaged 40 Tuesday runs a year. We visit various collections, places of business and historic buildings, churches and a variety of in-

teresting places. All are within 50 miles (80 km) of home. After our visit, we have lunch and socialize. We live in the Delaware Valley near Philadelphia, so there is a lot to see around here.

The oldest cars on our tour are two 1914 Model T's. We have six Model A's, a '56 Chevrolet, two 1940 Plymouths, the 1940 Packard 110 and my '38 Century Sedan. We really attract a lot of attention as we drive down country roads....all 15 cars in a row! But my 1938 Century Model 61 is the fastest and best looking car in the group!



1937-1938 EASTERN MEET AND TOUR

Red Wing, Minnesota June 6-7-8

By Harry Logan (#651) Los Altos, CA

Red Wing is a historic town on the banks of the Mississippi River about an hour's drive south of Minneapolis. We stayed at the St. James hotel, built in 1875. From our room we could see the Mississippi River and the boats coming and going. Red Wing is named after a Dakota Sioux Indian Chief who lived there in the early 1800's. It's home to the Red Wing shoe company.



On Wednesday, June 7, we drove up the Mississippi River to the Anderson Window Company. We toured the plant and watched how various style windows are made. Upon leaving, the President of the company was there to meet us. He even drove up in a 1929 Buick modified to display their windows to prospective customers and used by their salesmen in the 1930's. Then we took a boat ride on the St. Croix River.



Then we drove to Stillwater, MN and parked our cars near the St. Croix River. This is Jim Pascoe's (#881) 1938 French bodied Limited. My wife and I rode in the back seat and it was very comfortable and spacious. Jim even let me drive it back.



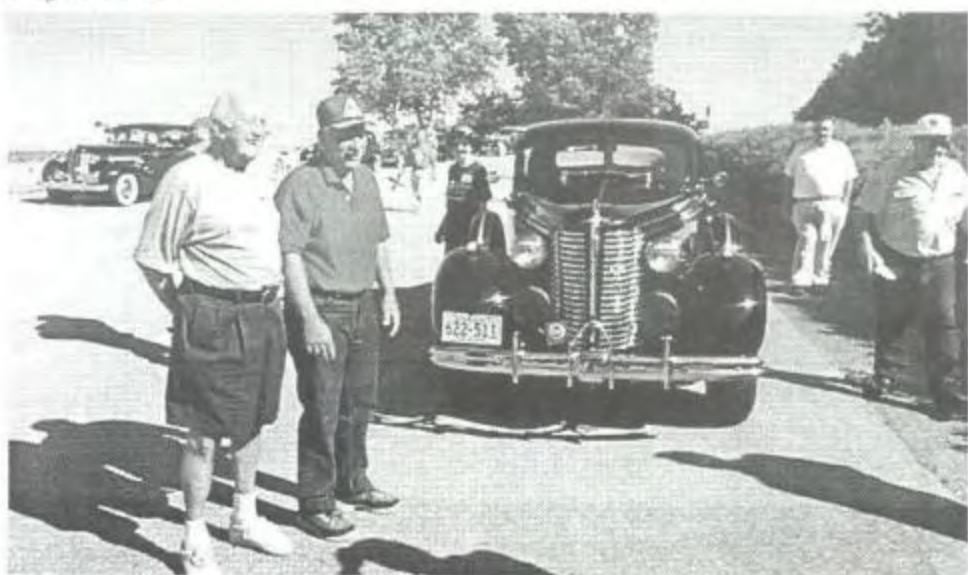
On Thursday, June 8, we toured to historic Fort Snelling at the confluence of the Mississippi and Minnesota rivers in Minneapolis/St. Paul. The fort was built in the 1820's by the early settlers. This young soldier (left) demonstrated how to load and fire a flint-lock smooth bore rifle used at that time. It sure make a noise when it was fired!



From there we drove to the State Capitol building in St. Paul to take pictures of the cars. The governor is Jesse Ventura, a former wrestler! He is well known in the US as he is big, bald and outspoken. I just saw him on Jay Leno's Tonight Show on TV. The car in front of the capitol is **George Belanger's** (#1487) 1938 Century Pickup truck that was on the cover of our last issue.

The next day, Friday June 9, we drove down the Mississippi to Elmer's Car & Toy Museum. Here we're taking a rest along the river.

Joining us at this rest stop was **Virgil Siewert** (#1131) in his beautiful black 1938 Century Coupe. His car made a total of 15 37/38 Buicks on the tour. That's **George Belanger** (#1487), the owner of the '38 Century pickup, on the far left with **Clarence Hoffman** (#546) next to him and the Century coupe.





We finally reached Elmer's museum on the Wisconsin side of the river. High on a hill with a spectacular view of the river is a 6,000 car salvage yard, now run by two of his sons with his museum next door. It's located near the small town of Fountain City, Wisconsin, population 900. It was written up in the July issue of *Car & Parts* magazine. Housed in several large barns are around 100 antique cars and trucks, plus old motorcycles, bicycles, as well as around 500 pedal cars! In addition, there's a toy collection that rivals the best anywhere. I noticed he had a lot of the old "Buddy L" toy trucks I remembered from my youth.



That evening, we had our farewell dinner at the St. James hotel in Red Wing. Our guest speaker was Clarence Hoffman. You may remember his story about discovering Amelia Earhart's emergency transmitters in the sidemounts of his '37 Buick from the last issue! Now Clarence had a different story to tell us about his father flying on bombing missions over Germany during WWII. Seems the German's had a secret invisible thread factory that had to be destroyed. If they were allowed to produce uniforms with this thread, they might have won the war as no one would have been able to see them! Many thanks to **Dave and Carolyn Wettersten (#887)** for putting on a memorable meet. It's one my wife and I will long remember.



Technical TIPS

CYLINDER HEAD OIL SCREEN

By Harry Logan (#651)-Los Altos, CA

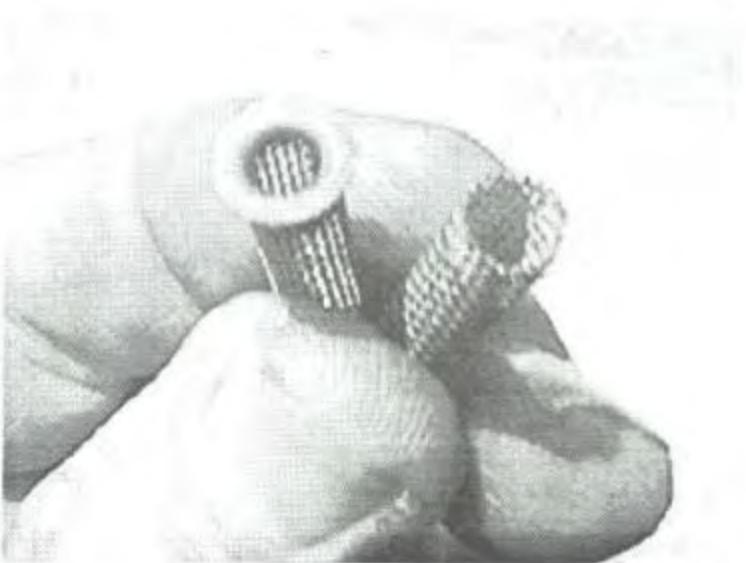
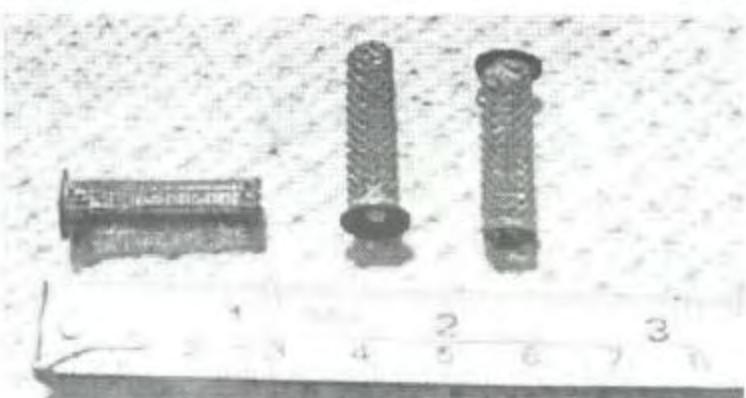
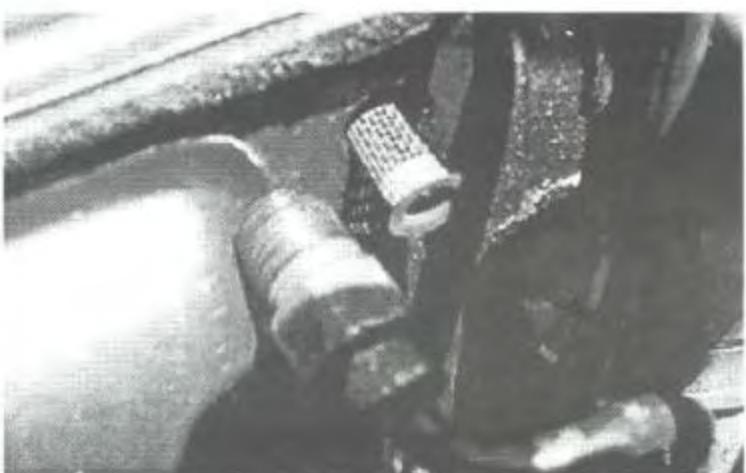
Thanks to Paul DeLucchi (#1246) in San Francisco for suggesting this article.

1938 and later year engines (all series) had a cylindrical mesh oil screen in the head that filtered the oil going to the rocker arms. Page 6-30 of the 1938 Shop Manual describes it like this:

"A special cylindrical screen with one open end is used under the connection where the oil line to the rocker arm assembly is attached to the cylinder head. To obtain access to this screen, disconnect the line, and remove the fitting. With a hook or small piece of wire, the screen may be removed."

This photo shows three NOS screens. They are Buick part number 1302361, Group 1.930. **The Buick Farm - phone: (770) 2140-0145 in Georgia, or on the internet: www.buickfarm.com** - has a few NOS screens at \$4 each or you could probably make one out of a piece of a mesh screen by forming a 1 inch (2.54 cm) long screen around a 1/4" (6.35mm) wooden dowel or metal rod. There is a mesh screen at one end, the other end is open.

The open end has a brass flange around it which you could probably do without. If you buy an NOS screen with the flange, you may have to file the edges to reduce the diameter of the flange so it will enter the hole in the head. I had to. The old screen may still be in your car's head. To access it, remove the oil line fitting to the head and pull the screen out. Old ones usually come out in pieces. You should replace it as they are usually plugged-up and may restrict the flow of oil to the rocker arms. You may find your car does not have a screen as it was long ago thrown away and never replaced.



PAINT SAMPLE

Technical
TIPS



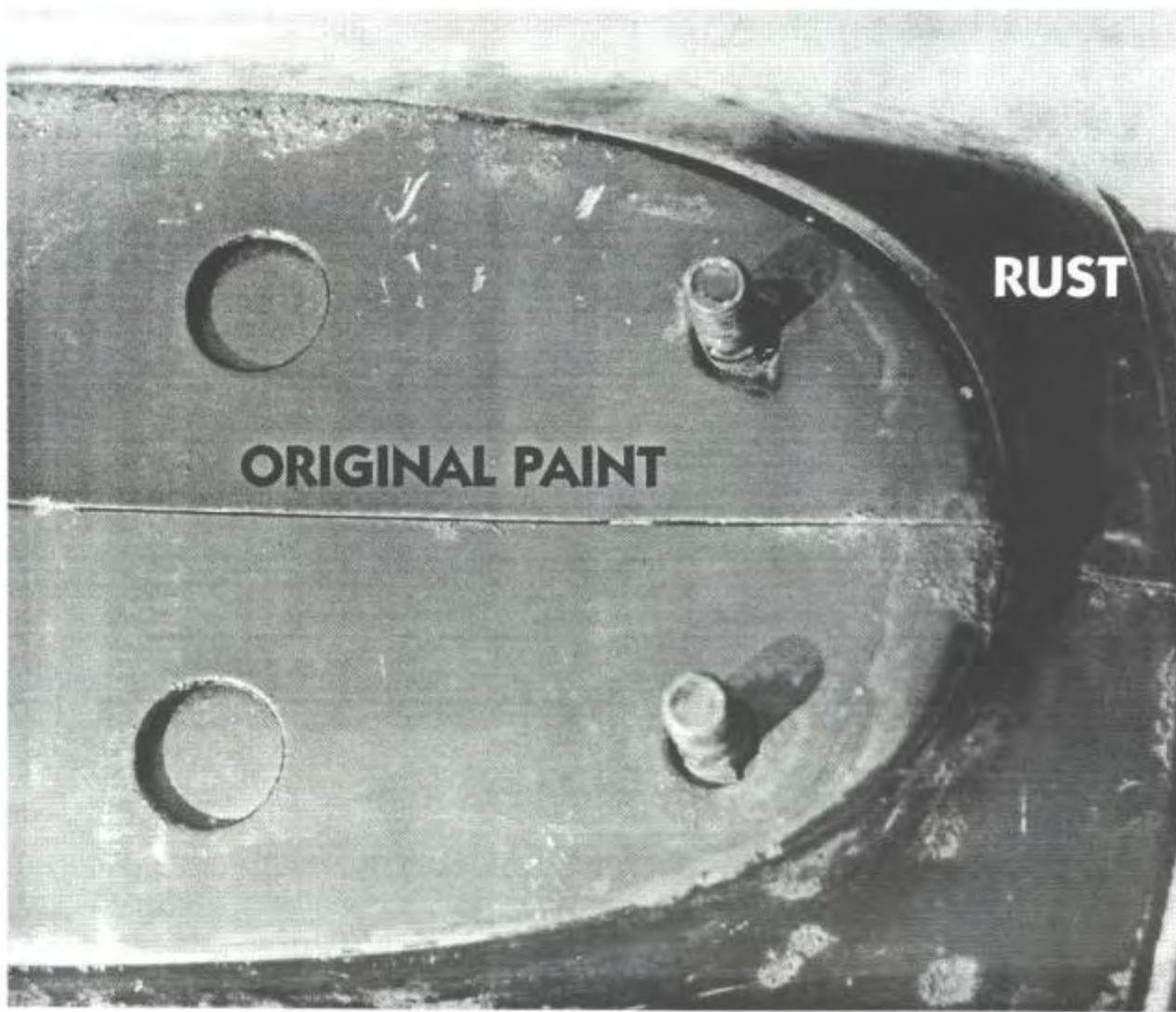
By Harry Logan (#651)-Los Altos, CA

If you want to paint your car in its original color, you might find a good sample under one of the headlight buckets. The buckets are held on with three bolts and are easily removed. Even though the outside of this '38 bucket had surface rust, the flat side that bolts to the body was in good condition and showed a large area of its beautiful original color, Gainsborough Blue.

On original paint chip charts with their small chips, Gainsborough Blue (*Paint No. 516*) looks

almost black and not very appealing. But on the back of this headlight bucket, it looks beautiful. I would call it a medium shade of blue.

In 1938, Buick offered two shades of blue. The second one being Botticelli Blue (*Paint No. 519*). It is a sky or light blue metallic and also very attractive. It was also used in 1937 and called Sudan Blue (*Paint No. 504*). In my opinion, it looks especially nice on sporty cars such as coupes and convertible coupes.





INSTALLING RADIATOR HOSE

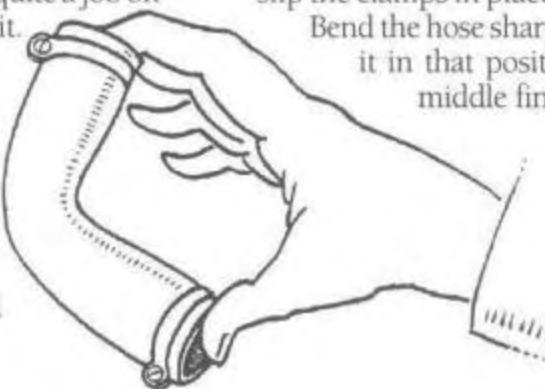
Motor Age Magazine, August 1941

Installing radiator hose can be quite a job on some cars. Here's how to do it. This method works well and saves a lot of time and cussing.

Drain the radiator, loosen the hose clamps and with a hack saw, cut the hose in two and remove each half. Then cut a new hose to the proper length and

slip the clamps in place on each end of the hose.

Bend the hose sharply in the middle, holding it in that position with the thumb and middle finger. Place the ends of the hose over the water connections and then push on the hose to straighten out the bend. The hose will slip over the connections easily.



HERE ARE THE DIMENSIONS OF THE ORIGINAL BUICK FACTORY HOSES

| | | LENGTH | INSIDE DIAMETER |
|-----------------------------|--------------|--------|-----------------|
| Water pump to by-pass valve | (All Series) | 2" | 1-13/16" |
| To radiator inlet | (Special) | 7" | 1-9/16" |
| To radiator inlet | (Big Series) | 5-1/4" | 1-9/16" |
| Radiator outlet to pump | (Special) | Curved | 1-7/16" |
| Radiator outlet to pump | (Big Series) | Curved | 1-9/16" |

NOTE: It is unlikely you can get replacement hoses in the precise inside diameter dimensions given above. However hoses that are close will work as they will stretch or can be compressed enough to fit.

PARTS INTERCHANGE

(By Bob Pipkin (#076) in an early Torque Tube)

1. 1937 and 1938 Specials can use 1935 and 1936 Chevrolet fuel pump (421X).
2. 1937 and 1938 Special and Century can use 1946-1950 Chevrolet 1/2 ton pickup rear wheel bearings. (Hyatt C-1502).
3. 1937 and 1938 Special fan belt is the same as 1950 Buick Special and Supers (40 and 50 Series).
4. 1937 and 1938 Specials can use a 1950-1952 Buick master cylinder.
5. The trunk lid for 1937 and 1938 Special and Century will interchange with 1937-1940 Buick, Olds and Pontiac cars with the "B" body.

STICKING CLUTCH

By Don Micheletti (#250)-Menlo Park, CA

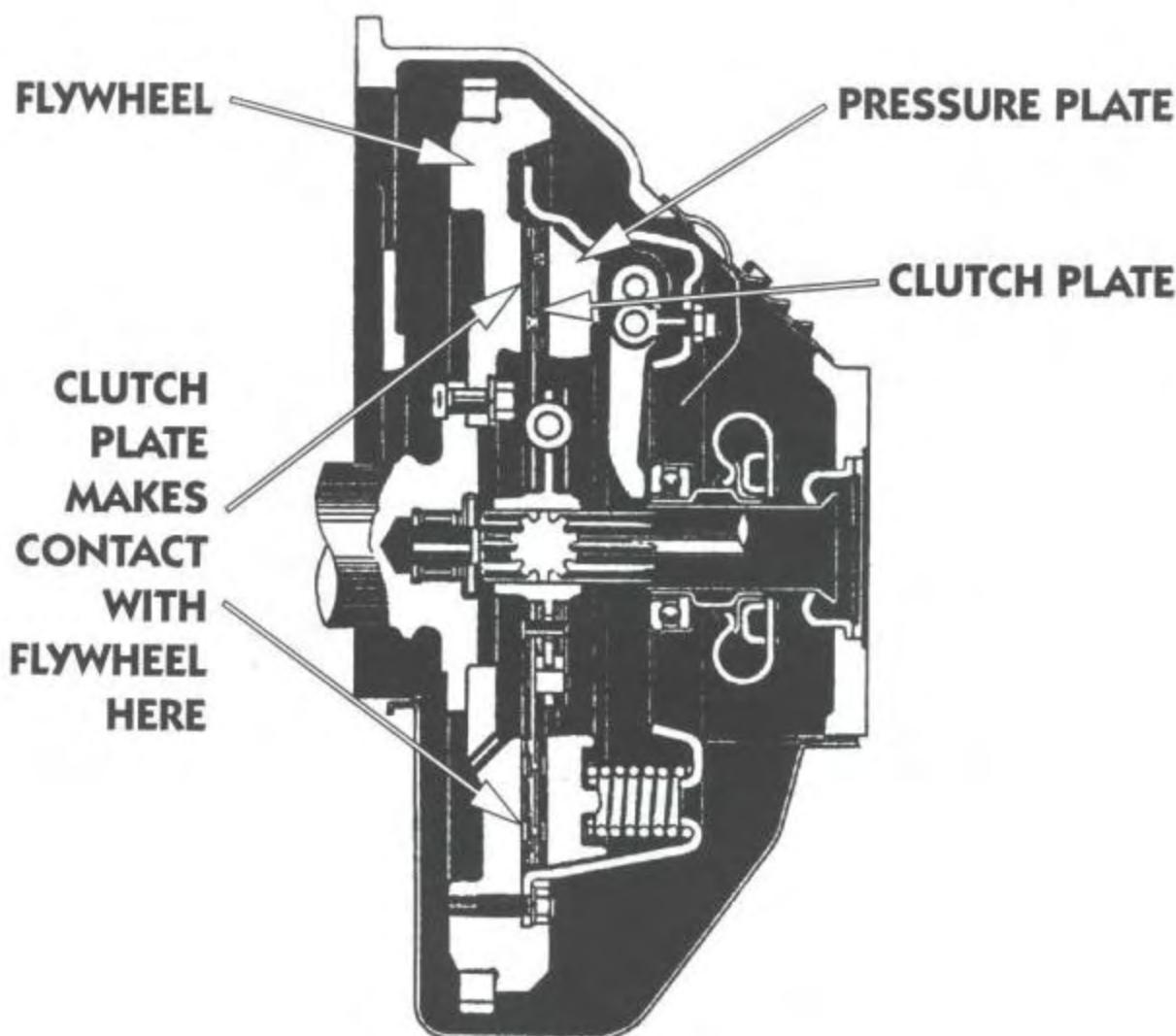
Sometimes after a long storage, especially during a rainy winter, you cannot shift from neutral into gear. Even with the clutch pedal depressed, the gears clash when you try to shift. The reason is that the clutch disc has bonded to the flywheel or

Technical
TIPS



pressure plate. So you have to break this bond.

Put the car in low gear, then hit the starter. The car will lurch forward so keep your foot on the brake. I had to do this several times before the bond finally broke and I could shift gears again.





Technical TIPS

TIMING CHAIN COVER SEALS

By Harry Logan (#651)-Los Altos, CA

1937 and 1938 Buicks used a timing chain cover with a rope oil seal (*left*). The rope seal is held in place by a lip in the cover where the end of the crankshaft passes through. Rope seals leaked which is why the front of your engine and pan are oily. And that oil spot on your garage floor is also partially due to the leaky rope seal.

You can fix this by using a timing chain cover from a '49 to '52 Buick. The small (40 series) and big series (60-80-90) each had their own cover, so be sure to get the correct one for your car.

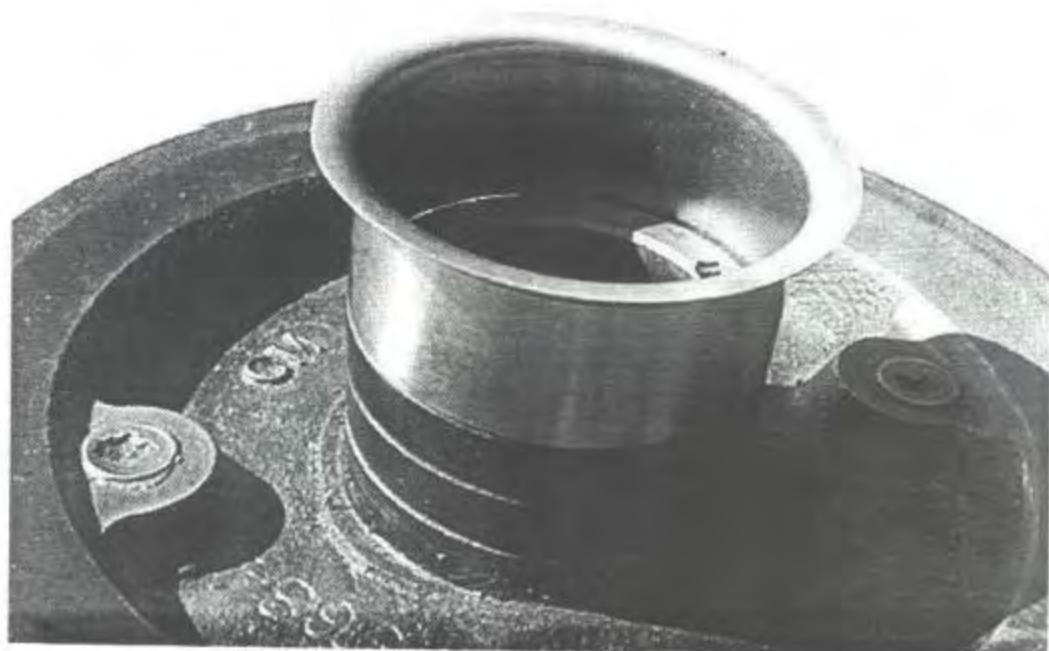
You should also sleeve the shaft of the harmonic balancer to cover its spiral grooves. The spiral grooves helped

keep the rope seal wet with oil but are not needed with the neoprene seal. The sleeve covers the grooved shaft of the harmonic balancer, the area that rubs against the neoprene seal. 1938 balancers do not have these grooves.

- Big series seal.....Victor 47688
- Big series sleeve.....Victor 99205 RS or Federal Mogul 99205 (*for a 2.057 to 2.063 shaft*).

The 40 series requires a different seal and sleeve.

Take your balancer to your local parts store and have them measure it's shaft for the correct seal and sleeve. Remove the outer flange (*flared edge*) of the sleeve after installation.



WELCOME New Members

*Greg Field (#1500)
3577 Grandview Blvd
Los Angeles, CA 90066
38-66C 38-80C*

*Jim Pfleger (#1501)
4524 Copland
Toledo, Ohio
37-66S*

*Merwyn Smith (#1502)
H.C. 74, Box 481A
Mountain View, AR 72560*

*John Preston (#1503)
62 Lawrence Road
Plymouth, MA 02360
37-41*

*James Meulemans (#1504)
2379 Wheeler St.
Gary, IN 46406*

*Bert Robinson (#1505)
10357 Old Hammond Hwy
Baton Rouge, LA 70816*

*David Krause (#1506)
117 Center St.
East Lansing, MI 48823
38-41*

*William Hoffman Jr. (1507)
33 Severndale Rd.
Severna Park, MD 21146*

*Ray Lubniewski (#1508)
330 Prospect St.
Binghampton, NY 13905*

*Gary Stephens (#1509)
3424 Moonview Dr.
Ceres, CA 95307
38-41*

*John Woodring (#1510)
336 Arcadia Park
Lexington, KY 40503*

*Jay Cunningham (#1511)
1431 Braeburn Ave.
Flossmoor, IL 60422*

Parts FOR SALE

• **1937 PARTS:**

1937 Century Model 61 Chassis, four 15" wheels & tires, suspension and steering, engine (free), transmission, rear axle assembly, fuel tank, radiator and radiator support, grille support and trim, hood and sides, 2 rear fenders in good condition, miscellaneous small parts. Sold as one lot only.....\$1,200.00 for all

Howard Kriebel (#1415)
90 6th Ave.
Collegeville, PA 19426
Phone: (610) 489-1253
E-mail: Kriebel@erols.com

• **1938 PARTS:**

1938 Buick grille, left and right sides. Some pits, no broken bars. Needs plating. Call for price.
Tom Nunez (504) 279-9908

• **1937 PARTS**

| | |
|--|-------|
| Special or Century steering linkage..... | \$35 |
| Instrument panel with gas, water temperature (w/bulb), ammeter and oil pressure gauges and speedometer..... | \$100 |
| Stainless headlight trim strips (2)..... | \$25 |

(continued on page 24)

(continued from page 23)

• **1938 PARTS**

| | |
|---|-----------|
| Century stainless dashboard trim strips..... | \$20 pair |
| Special coupe (46 & 46S) window moldings, left & right doors..... | \$30 |
| Hood support arm with clip that attaches to the firewall..... | \$15 |
| Grille, needs re-plating..... | \$75 |
| Glove box door, no clock or hinge..... | \$10 |
| Oil pressure gauge..... | \$15 |
| Battery (amp) gauge..... | \$15 |
| Rear differential housing cover..... | \$15 |
| Chrome radio grille, horizontal bars and metal mesh. | |
| Chrome needs to be redone. Three pieces..... | \$50 |
| Battery disconnect switch with 3 cut to length (for 1938) heavy insulated cables (1" diameter) to connect from the starter to disconnect switch to positive battery terminal plus cable to connect to negative terminal. Looks new..... | \$35 |
| Also original 1938 Chevrolet Owner's Manual..... | \$50 |
| 1938 Chevrolet ignition coil, armored cable and ignition switch, all one unit..... | \$75 |
| One original 1938 Buick radio knob in excellent condition..... | \$15 |

• **1937 & 1938 PARTS**

| | |
|--|------------|
| Special Rear wheel backing plates, left and right..... | \$20 each |
| Special Front brake drums..... | \$35 each |
| Harmonic balancer (damper)..... | \$35 |
| Special Brake Shoes with good used lining (4 shoes)..... | \$30 |
| NOS Sleeve, rear axle pinion bearing, 1936 to 1955 Special, p/n 1386942 | \$35 |
| NOS Reverse Idler Gear, Special '34-'38, p/n 1283878..... | \$40 |
| New black rubber gear shift lever boot..... | \$20 |
| New black rubber clutch & brake pedal covers..... | \$20 pair |
| Special Front brake drums, pair, used..... | \$50 |
| Special Rear brake drums, pair, used..... | \$50 |
| Special Right rear brake backing plate..... | \$15 |
| Round metal pad for coupe jump seat leg to rest on (have one)..... | \$15 |
| Used 4.4 ring and pinion gears. Good condition. Ring gear still on carrier..... | \$50 |
| Used Unity (sold by Kantor) 12 volt clear driving or spotlight bulbs, GE #4435. Bulbs used but ok. Cost \$30 new. Have two..... | \$5 each |
| Big Series thermostat housing..... | \$30 |
| Big Series clutch fork..... | \$30 |
| Dome-light art deco styling, plastic lens and stainless bezel..... | \$10 |
| 40-60 Series left side trunk back sedan chrome hinge. Good original chrome..... | \$25 |
| Big series X fans, 18" diameter..... | \$15 each |
| Big series timing chain cover..... | \$15 |
| Special timing chain cover..... | \$15 |
| '36 - '38 NOS in original box brake linings for 60-80 Series cars..... | \$50 |
| Splash pans, right and left for a Special. No tears or rips. Need cleaning and re-painting..... | \$50 pair |
| Quartz headlight conversion kit (new). Parts and instructions for installing quartz bulbs in original reflectors. For 6 volt systems..... | \$35 |
| Rear axles for Special or Century..... | \$100 pair |
| Left headlight bezel, needs re-chroming..... | \$15 |

- **MISCELLANEOUS PARTS**

- 1935-1936 Buick Special Generator 936C w/cut-out relay..... \$50
- Nearly new 12 volt generator, came off a '37 Buick that had been converted to 12 volts ... \$50
- Buick Magazines,..... \$15 each:
 - April, 1937
 - November, 1937
 - May, 1938
 - May, 1939

All prices plus postage. If you receive a part you do not like, return for a full refund less postage.

Harry Logan

1005 Rilma Lane
Los Altos, CA 94022
650) 941-4587

E-mail: harrylogan@earthlink.net



*"See, I told you it was too short—he distinctly said
your skirt had too much clearance!"*

• **1937 & 1938 PARTS** The following is just a portion of 1937 and 1938 parts available. Call with your needs.

1937 PARTS:

| | |
|---|------------|
| Headlights, complete..... | \$300 pair |
| Jack, no handle..... | \$40 |
| Repro grille, new in box..... | \$250 |
| Parts radio..... | \$25 |
| Coupe or Convertible coupe front seat..... | \$200 |
| Roadmaster rear bumper gravel deflector..... | \$65 |
| Century sidemount fenders and covers, complete..... | \$2,000 |
| Coupe and Convertible coupe left taillight, complete..... | \$200 |
| Coupe trunk lid..... | \$350 |
| 40/60 Series rear brake cables, good condition..... | \$40 pair |
| Master and deluxe heaters..... | \$75 each |
| Century brake & clutch pedal assembly..... | \$35 |
| Century radiator..... | \$75 |
| Special radiator..... | \$75 |
| Rear springs 40 & 60, good condition..... | \$100 pair |
| Radio delete plates..... | \$15 |
| Small series throttle linkage..... | \$25 |
| Big Series rocker assemblies..... | \$50 |
| Fender lights..... | \$65 pair |
| Trunk lights, complete..... | \$50 |
| Tail lights with lenses, all series..... | \$50 pair |
| Wiper transmissions..... | \$50 pair |
| Special manifold..... | \$75 |
| Throttle cable..... | \$20 |
| Special transmission..... | \$100 |
| Special splash pans..... | \$40 pair |
| Century hood..... | \$100 |
| Headlight switch..... | \$20 |
| Radio grilles..... | \$15 |
| Wiper motors..... | \$15 |
| Trunk hold-up arms..... | \$20 |
| Sun visors..... | \$15 |
| Bumpers..... | \$40 each |
| Bumper arms..... | \$15 each |
| Steering wheel..... | \$50 |
| 40 & 60 running board brackets..... | \$50 set |
| Buick crest badge for hood trim strip..... | \$50 |
| Gas pedal..... | \$15 |
| Small and large series generators..... | \$75 |

• **1938 PARTS:**

| | |
|---|------------------|
| Horn button, rechromed..... | \$35 |
| NOS left taillight housing and base, no lens..... | \$50 |
| Century generator p/n 1101053..... | \$150 |
| Century motor, complete long block..... | \$500 |
| Century hood tops and side panels..... | \$50 each |
| Large series intake and exhaust manifolds, no cracks..... | \$250 |
| Century splash pans..... | \$100 |
| Century hood hinge (<i>center stainless strip</i>)..... | \$150 |
| NORS rear break cable, 40 & 60 series..... | \$50 |
| Fender lights..... | \$100 pair |
| Glovebox clock hole filler..... | \$15 |
| Limited door sills..... | \$75 set of four |
| Breather tubes..... | \$10 each |
| Trunk hold-up arms..... | \$20 |
| 734Z starter with solenoid..... | \$50 |
| Horn button..... | \$10 |
| Special hood lettering..... | \$20 pair |
| Defroster ducts..... | \$15 pair |

| | |
|--|-----------|
| Wiper transmissions..... | \$50 pair |
| Rear license plate stand, bracket & light for sedan..... | \$45 |
| Tail lights, complete..... | \$75 pair |
| Assist straps with screws..... | \$10 each |
| Throttle cable..... | \$20 |
| Special radiator..... | \$75 |
| Battery tray..... | \$20 |
| Generator..... | \$50 |
| Special manifold, complete..... | \$75 |
| Special hood sides & tops..... | \$25 each |
| Grille, no cracks, minor pitting..... | \$200 |
| Century radiator..... | \$100 |

• **1937 & 1938 PARTS:**

| | |
|--|------------|
| Gas tank sending units..... | \$75 |
| Large series insert rods..... | \$175 set |
| Century running boards, solid cores..... | \$250 pair |
| Restored nose stainless..... | \$200 |
| Limited dome lights..... | \$45 |
| Large series sidemount cups..... | \$75 pair |
| Big Series spark plug cover..... | \$75 |
| Headlight buckets..... | \$20 each |
| Large Series air cleaner..... | \$75 |
| Large series fan belts, new..... | \$15 |
| Map light switches..... | \$15 |
| Small series spark plug covers..... | \$40 |
| Rear fender splash aprons..... | \$15 each |
| Big Series manifold ends..... | \$50 |
| 16" beauty rings..... | \$10 each |
| Headlight bezels..... | \$20 each |
| Trunk hinges..... | \$50 pair |
| Front arm rests..... | \$25 pair |
| 40 & 60 rear vent windows, need plating..... | \$50 pair |
| Rear view mirrors..... | \$15 |
| Special rear motor mounts..... | \$15 |
| Century rear motor mounts..... | \$35 |
| 40 & 60 4 dr. sedan doors..... | \$75 each |
| Front vent window frames & mechanisms..... | \$35 each |
| Big Series fuel pump cores..... | \$50 |
| 4-Post voltage regulator, used..... | \$25 |
| 15" Beauty rings..... | \$10 each |
| Headlight adjusting buckets..... | \$100 pair |
| Front license plate bracket..... | \$35 |

• **1939 PARTS:**

| | |
|--|------------|
| 1939 40 & 60 series NOS wiper transmissions..... | \$200 pair |
| 1939 Jack, used..... | \$100 |

*Dave Tacheny (#997)
11949 Oregon Ave. N., Champlin, MN 55316
(612) 427-3460*

• **1937 & 1938 PARTS:**

| | |
|--|-------|
| '37 working radio..... | \$275 |
| '37 steering wheel core..... | \$40 |
| '37 & '38 Big Series fuel pump..... | \$50 |
| '37 & '38 Big Series fuel pump kit..... | \$25 |
| '37 & '38 4 post voltage regulator..... | \$80 |
| '38 Big Series generator..... | \$50 |
| '38 Big Series starter minus solenoid..... | \$35 |

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Libbey-Owens-Ford Authorized Dealers are instructed to seam all glass before installing it, as part of the procedure planned to give you the most dependable replacement service.

With the best glass—L-O-F Safety Glass—properly prepared and carefully installed, you and your customers are certain of the most satisfactory service.

For the most satisfactory seeing service, recommend the use of clear-vision Libbey-Owens-Ford Hi-Test Safety PLATE. It is actually plate glass, ground and highly polished to avoid distortion as you look through it, bonded together with a strong, tough transparent plastic.



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Thanks to Andy Diem (#852) in Washington D.C. for sharing this Ad.

Cars FOR SALE



• FOR SALE - 1937 LIMITED LIMO:

4-door trunk back sedan with dual sidemounts. Model 90L. Production was 740. This is one of three in the Club. Divider window, two jump seats, speaker phone. Motor rebuilt by Dave Lewis. Also front end, brakes by White Post Restoration. Dash redone correctly. Odometer shows 6,80 miles. Excellent riding car.

\$26,000.

James Brady (#751)

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• FOR SALE - 1937 CENTURY:

Trunk-Back 4-Door Sedan Model 61. "Original." Runs great, new white wall tires. Original interior. Original spare tire, manuals, California plates, amber fog lights, and car cover. Solid driver.

\$8,037.

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Walnut Creek, CA

Phone (925) 947-6711

E-mail: my37buick@aol.com

Cars WANTED

WANTED - 1937:

1937 Buick, model 61, 81 or 91 with dual mounts; trunkback. Must be drivable and in very good condition. Prefer black and a more recent restoration.

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10357 Old Hammond Hwy, Rouge, LA 70816

Phone: (225) 235-0236 e-mail: bkr@sdrlawfirm.com

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- 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Number 5 & 6
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1/43 RD
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1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.
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Black or Brown
FF-378.....\$195.



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Ser. 40-60.....TW-371S.....\$37.50



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Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16" TL-1129.....\$47.50



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Black.....CB-343BK.....\$5.95 ea.
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1937 ONLY! ACCELERATOR PEDALS Series
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LF-333P.....\$62. Pair



FRONT END PARTS For 40-60 Series;
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1937-38 BUICK



EXHAUST MANIFOLDS

1937-38 Series 60-80-90
ENDS \$185. CENTER \$189. VALVE BODY \$195.

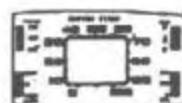


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4 Needed Per Running Board.
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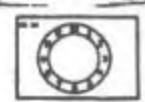


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HR-378.....3.50 ea.



DASH GLASS. SILK-SCREENED on Back of GLASS In COLORS as

Original.1937.....SPEEDO DG-37 \$38.
.....RADIO....RG-37 \$23.
.....CLOCK.. CG-37 \$28.
1938.....SPEEDO DG-38 \$38.
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.....CLOCK.. CG-38 \$28.



PLASTIC DASH KNOBS DK-37(38) \$ 6.
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1 FERRULE & 1 GROMMET Per Set.
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DOOR FERRULE INSTALATION TOOL

\$20. Refundable If Returned Within
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WHEEL Beauty Rings. 15" or 16".....\$99./Set of 4

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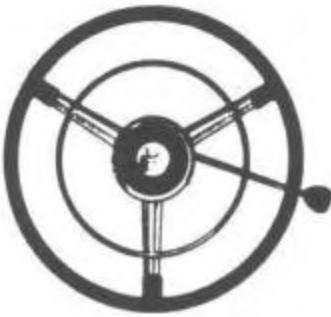
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